

Merry Christmas and Happy New Year

from the

Montana Aeronautics Commission

and Staff



MONTANA AERONAUTICS COMMISSION

Volume 20—No. 12

December, 1969

MONTANA PILOTS AND AIRCRAFT REGISTRATIONS DUE JANUARY 1

PILOT REGISTRATION

The 1969 pilots registration cut-off date was November 28. All pilot registrations received after that date considered 1970 registration. The Pilots' ID cards will be issued commencing January 1, 1970.

All pilots residing in the State of Montana must hold a current registration with the Montana Aeronautics Commission as State registration is mandatory.

New pilots and new residents, registering for the first time in Montana will receive the Aeronautical Chart and the Airport Directory. All pilots re-registering will receive the latest revisions when they are printed.

Pilot registration forms will be mailed to current pilot registrants during December. Registration forms are also available from local General Aviation Operators and the Montana Aeronautics Commission.

AIRCRAFT REGISTRATION

January 1, 1970 is the due date for aircraft registration. Owners of civil aircraft within the State of Montana must register their aircraft with the Commission. This includes all civil aircraft kept, brought, flown or coming into the State at any time during the year that are used for hire, compensation or profit in Montana.

Aircraft registration forms will be mailed to current registered aircraft owners during December. Registration forms are also available from the Aeronautics Commission.

TWO AVIATION MECHANICS REFRESHER SEMINARS TO BE HELD

There will be two Aviation Mechanics Refresher Seminars conducted in Montana in early January, 1970. The first Seminar will be held on January 8, 9, and 10, 1970 in Missoula, Montana. The second Seminar will be in Billings, Montana on January 11, 12, and 13, 1970.

Participating in these Seminars will be representatives from Piper, Beech, and Cessna Aircraft Companies, Continental and Lycoming Engine Manufacturers and possibly some component manufacturers.

These Aviation Mechanics Refresher Seminars will be sponsored by the Montana Aeronautics Commission. Certain expense items will be furnished by the Montana Aeronautics Commission especially for those mechanics who do not reside in Missoula or Billings.

These Seminars will be similar to the ones we have conducted previously in the Department of Aeronautics and Related Trades facilities in Helena, Montana.

Specific details on the Seminars will be mailed to all Montana Aviation Mechanics in the near future.

FAA TO CONTINUE AIRWAY BEACONS IN MONTANA

The following notice was received from the Federal Aviation Administration:

To: All Interested Persons

On 25 August 1969, the Federal Aviation Administration circularized a proposal to decommission eight airway light beacons in the State of Montana.

A substantial number of objections were received to this proposal from the pilots in the State of Montana and in response to these objections the FAA will continue to operate the beacons.

The number and the quality of the objections received from the Montana pilots indicate a high degree of interest and is greatly appreciated.

Signed: L. C. Morris, Jr.
Chief, Air Traffic Branch
FAA Area Office—Minn.

Plaudits go to the pilots, organizations and groups whose numerous, immediate and very effective responses to the August proposal brought about the retention of the eight Montana Airway Beacons!

AIRWAYS, INC. WITHDRAWS

On December 9, 1969, Montana Airways, Inc. filed a petition to withdraw their petition for Rehearing in the Montana Commuter Service Case.

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**
City/County Airport
Box 1698
Helena, Montana 59601
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Charles A. Lynch, Director

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MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at
Helena, Montana 59601

Subscription \$.50 per year.



CHRISTMAS GIFT SUGGESTION

For the pilot, aviation interested friend or Montana history enthusiast on your Christmas list, send—"Montana and the Sky."

"Montana and the Sky" by Frank W. Wiley, is the authentic history of western aviation events and pioneer pilots combined with over 200 rare aviation photographs.

STANDARD EDITION \$10.00 —
COLLECTORS EDITION \$50.00.
Checks should be made to The Montana Historical Society.

Send your order to:

The Montana Historical Society
225 North Roberts
Helena, Montana 59601

PILOTS' NOTE

Libby Airfield Closed

The Forest Service Airstrip known as the Libby Airfield will be closed effective December 15, 1969.

Don H. Westfall
Acting Forest Supervisor

AVIATION EDUCATION HIGHLIGHTS



By **DUANE JACKSON**
Aviation Education Supervisor

Recent articles in the Newsletter have discussed college level courses in aerospace education. Those courses are intended primarily for teachers. In this article I would like to begin a review of other post high school aviation-aerospace training in Montana schools.

The following information was submitted by Mr. Roy Stewart of the Missoula Technical Center. Roy is one of two instructors at the Technical Center involved in aviation training. He is a retired Air Force pilot with twenty-five years of military flight experience.

'MISSOULA TECHNICAL CENTER TRAINS CAREER PILOTS

In response to the increasing demands for professional pilots the Missoula Technical Center, located in Missoula, Montana, has introduced a two year Aviation Technology program. Each student receives 1,800 hours of classroom instruction and 160 hours of flight instruction is provided by fixed base operators at Johnson-Bell Airport. The program is FAA approved and is designed to prepare students for Commercial/Instrument Pilot and Advanced Ground School Instructor certification.

Now in its second year, the Career Pilot program plans to graduate 12 students in June 1970. A new class of 20 first-year students started training in September.

Career Pilot students pay a total of \$720.00 for flight training costs for the two year period, but no tuition is charged. Some students have already achieved flight instructor certification and are earning expense money while building flight time and gaining valuable experience for future employment. Second year students are planning for a flying club to provide for additional, economical flight time.

Two full time instructors teach the varied curriculum of the Career Pilot Program. Each instructor has an Advanced Ground School Instructor ticket, Montana State Teacher Certification and at least a Commercial and Instrument Pilot certificate. Average flight time for the instructors is approximately 3,000 hours. To further strengthen the program, each instructor is engaged in personal flight training when not teaching to obtain further experience in helicopter operation.

MTC has no entrance requirement although general aptitude tests are administered to aid in guidance and counseling. Each student must obtain an FAA second class medical certificate before being accepted in the program. Students who enter the program with previous flight training and experience receive credit for 50% of that time, enabling them to receive more advanced training and certification.

Criteria for enrollment include:

1. Must be 18 or over.
2. Male or female.
3. High school graduation is preferred and almost required for employment.
4. Good science/math aptitudes.
5. Effective understanding and correct use of language skills.
6. High eye-hand coordination.
7. Required aptitudes as follows:
 - a. Manual dexterity
 - b. spatial/depth perceptions
 - c. Mechanical and verbal
 - d. Reasoning ability.
8. Should be interested in Aviation.
9. Vision—FAA required levels of acuity.
10. Hold valid FAA Class II medical certificates.
11. Immunity to effects of motion or height are essential.
12. May not be alcohol, drug or medicinal habituate.

AIR WEST BOARDINGS CONTINUE TO INCREASE

Air West passenger boardings at the two Montana cities served by the carrier increased last month over the previous October.

City	Boarding	Increase
Kalispell	639	15%
Great Falls	282	4%

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

McGaughy, Lloyd F., Jr.—Bozeman
Summers, Ned K.—Ekalaka
Sorenson, LeMoine C.—Denver, Wyo.

PRIVATE

Hunsaker, Robert D.—Helena
Collier, Jimmie L.—Helena
Jermunson, Donald R.—Brady
Vallance, Robert J.—Hamilton
Sampson, Eric J.—Missoula
Durtshe, Myron R., Jr.—Malta
Richardson, Lee G.—Conrad
Kramer, Larry G.—Missoula
Kohler, Eugene—Philadelphia, Pa.
Gregory, David—Glasgow
Pederson, Roland S.—Circle
Rodewald, Tobe A.—Ft. Peck
Peden, Julianne—Billings
Wolff, Darwin D.—Culbertson
Bentzley, Patrick J.—Edison, N.J.
Sell, Robert W.—Billings
Bartlett, Noel—Billings
Butcher, Richard L.—Billings
Edsall, Bryant E.—Billings

COMMERCIAL

Beardsley, Albert R.—Havre
Wiederrick, Daniel F.—Regina
Powers, Thomas E. II—Great Falls
Jermunson, Urbin G.—Brady
Kolb, Larry R.—Missoula
Tubbs, William J.—Helena
Sasich, George W.—Billings
Hamlett, Thyron B.—Cascade

INSTRUMENT

Maronick, Edward P., Jr.—East Helena
Wishman, Raymond—Lewistown

MULTI-ENGINE

Gauldin, Thomas L.—Honey Grove, Texas
Thomas, Arthur—Ranburne, Alabama
Thorsen, Frank G.—San Francisco, Calif.
Powers, Thomas E. II—Great Falls

FLIGHT INSTRUCTOR

King, Richard T.—Helena
Kinkade, Orville A.—Great Falls
Wiedekamp, Russell B.—Powell, Wyo.
Cormier, Gary J.—Billings

Larson, Larry L.—Billings

BASIC GROUND INSTRUCTOR

Jenkins, Delbert W. III—Buffalo, Wyo.

ADVANCED GROUND INSTRUCTOR

King, Richard T.—Helena
Widick, Robert L.—Missoula
Ruward, Ronald K.—Salt Lake City, Utah

INSTRUMENT GROUND INSTRUCTOR

Ruward, Ronald K.—Salt Lake City, Utah

ROTOCRAFT

Hancock, Gary G. (Comm.)—Helena
Locke, Timothy S. (Comm.)—Missoula

SEAPLANE

Van Manen, Donald (Comm.)—Kalispell
Shepherd, Tommy R. (Comm.)—Shelburn, Indiana
McClintick, Bette L.—Kalispell

AIRFRAME MECHANIC

Osse, John E.—Cushman

POWERPLANT MECHANIC

Petersen, Gary L.—Helena
Shallberg, Stephen O.—Missoula

SENIOR PARACHUTE RIGGER

Ragen, Michael W. (Back & Chest Types)—Townsend
Sanders, Frank C. (Seat Type Added) Missoula

MONSANTO AVIATION SAFETY AWARD NOMINATIONS REQUESTED

The Flight Safety Foundation, which administers the Monsanto Aviation Safety Award program, solicits nominations for the 1969 award for: "The most significant and lasting contribution to air safety in the field of design, operational procedures or programs, reflecting the efforts of a single person, coming to fruition during the calendar year."

Nominators are requested to describe in no less than fifty words the accomplishment of their candidates and to mail their recommendations to FSF at 1320 Wilson Boulevard, Arlington, Virginia 22209, prior to January 5, 1970.

The award, established in 1957, consists of a stautette and certificate. The recipient will be selected in January by a board representative of the international aviation community.

HAL WIGHT RECEIVES AAAAE MEMBERSHIP

Mr. Harold E. Wight, manager of the Yellowstone Airport, has been accepted as a professional member of the American Association of Airport Executives and as such is now permitted to use the title of Accredited Airport Executive. Mr. Wight, in order to qualify for professional membership, was required to demonstrate to the Association's Board of Examiners a knowledge of airport management, business administration, and general transportation economics as well as to prepare a paper on some particular phase of airport management.

The American Association of Airport Executives, founded in 1928, is made up of 1000 members who are responsible for the managing of the nation's public airports. The principal function of the Association is to serve as a clearing house for the exchange of information on airport administration. It also sponsors two national meetings annually where the latest techniques in the operation and maintenance of public airports are discussed.

Mr. Wight, by fulfilling all the requirements leading to the title of Accredited Airport Executive, joins a select group. At present, there are only 300 airport managers throughout the country who have earned this distinction.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING

Airport	Dec.	Jan.	Feb.
Culbertson	3	4	
Glasgow	7		
Glendive	22		
Great Falls	4	8	5
Lewistown	17		18
Miles City	18		19
Missoula	18	22	19
Sidney		21	

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
	Great Falls

GADO #1 in Billings will be open **ON AN APPOINTMENT BASIS ONLY** on Saturday, January 17 and Saturday, February 21.

**ALWAYS FILE A FLIGHT PLAN
—BE SURE TO CLOSE IT—
USE YOUR MONTANA
FLIGHT PLAN SERVICE**

AIRPORT NOTES



By **JAMES H. MONGER**
Assistant Director, Airports

Harlowton — The Airport Board at Harlowton has retained Zuck Engineering of Billings to conduct a soil study on the airport and to update the layout plan. Part of this engineering study will include preliminary investigation for the possibility of runway expansion at Harlowton. The Harlowton Board has applied to the Montana Aeronautics Commission for a \$1,000 preliminary engineering grant to assist in the study.

Yellowstone Airport NOTAM — The Yellowstone Airport located at West Yellowstone, Montana, is closed for the season for all aircraft other than ski equipped. Ski equipped aircraft pilots are advised to use their own discretion and are further advised that the airport has no facilities available and is open daylight hours only and is not attended. The airport is now isolated from the town and main highway because of snowfall and lack of snow removal facilities.

Fairview — A general aviation utility airport for Fairview, Montana in Richland County, is presently under design by Engineer E. N. Wheeler of Sidney. The airport location is approximately 1½ miles west of town and it is hoped that the project can be advertised for construction bids in March of 1970. All contractors interested in bidding on this project should contact the Airport Division of the Aeronautics Commission. This airport project will consist primarily of constructing a stabilized runway, taxiway and apron, with no pavement or lighting.

Philipsburg — The airport construction project at Philipsburg has been closed down for the season. Paving operations were not started nor was the runway lighting system installed. The airport is now opened for traffic and pilots are advised that the Montana Airport Directory for the Philipsburg Airport is correct except that the runway surface is only a com-

pacted gravel base and not pavement as illustrated. The paving operations will be completed as soon as weather permits in 1970.

Land Use Study — On December 16, a joint meeting will be held in Helena to discuss the Forest Service land use study adjacent to the Yellowstone Airport and town of West Yellowstone. In attendance at the meeting will be representatives from the MAC, the FAA, Forest Service, Highway Department, Bureau of Public Roads and Bureau of Land Management. Topics for discussion will be airport expansion, highway relocation, oil drilling leases and several other items pertinent to the future of the airport.

AVCO OPENS RUNWAY AT FORMER AFB

Mr. Jim Monger
State of Montana
Aeronautics Commission
Helena, Montana
Dear Sir:

AVCO-ESC, Glasgow Division, has opened the runway at the former Glasgow Air Force Base for use of private, commercial and military aircraft with certain restrictions.

1. Airport Open to Pilot's Discretion Only.
2. Runway and Taxiway Condition Good.
3. Airport will not be Illuminated at Night.
4. In cases where Landing are Required at Night, the Pilot should buzz the field for attention.
5. Snow will not be removed from the Runway or Taxiway during the Winter Months.
6. Facilities are not available for Fuel or Maintenance of Aircraft.
7. Motel and Hotel accommodations are not available at this facility. They are available in the city of Glasgow which is 17 miles from this Location.
8. There is no Transportation available.

Thank you in advance for your assistance and fine cooperation.

Sincerely,
S. L. Berry
General Manager



CALENDAR

December 10 & 11, Helena — Montana Aeronautics Commission's Monthly Meeting.

December 17, Billings — Area Navigation Seminar sponsored by the Aerotronics, Inc. Held at the Rimrock Lodge, Snowball Room — 7:30 p.m.

December 31, U. S. A. — Deadline for nomination entry forms for the National Aviation Mechanics Safety Awards.

January 1, Montana — 1970 Pilot and Aircraft Registration due.

January 8, 9 & 10, Missoula — Aviation Mechanics Refresher Seminar.

January 11, 12 & 13, Billings — Aviation Mechanics Refresher Seminar.

January 11-14, Las Vegas, Nevada — 1970 Annual Meeting and Industry Showcase of the Helicopter Association of America. Headquarters, Stardust Hotel.

January 12-22, First Mexico Tour — "Mexico by Private Plane in 1970". One of the four tours to Mexico — each to a different area. Low priced package — this includes rooms, meals, tips, ground transportation, all maps, RAMSA cards, route briefing, landing fees and etc. Prices starting at \$199.00. For detailed information of tour prices, complete detailed itinerary, etc., write or call: Kenneth Butler Air Tours, Box 84, Hutchinson, Minnesota 55350. Telephone — Area code 612-897-2661.

February 9-19, Second Mexico Tour — "Mexico by Private Plane in 1970".

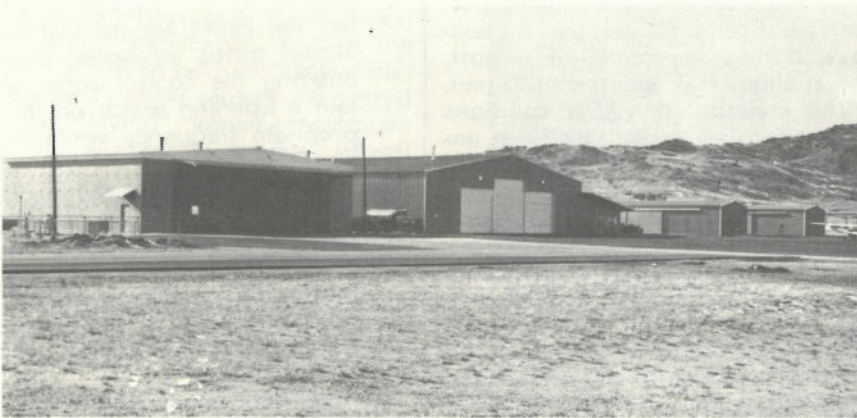
March 2-12, Third Mexico Tour — "Mexico by Private Plane in 1970".

March 6 & 7, Bozeman — Montana Aviation Trades Association and the Montana Airport Management Association's combined annual meeting.

April 6-16, Fourth Mexico Tour — "Mexico by Private Plane in 1970".

Dec. 1910: The Aero Club of America issued first licenses to five aviators: Glen H. Curtiss, #1; Frank P. Lahm, #2; Louis Paulham, #3; Orville Wright, #4; and Wilbur Wright, #5.

BUTTE AERO OPENS NEW FACILITIES



Butte Aero's new complex.



Fuel facilities located adjacent to the Sky Chalet.

The new Butte Aero Sales began operation in their new building complex the first of October.

Butte Aero Sales is a complete fixed base operation with charter, student instruction, repair station, new Cessna sales, hangar space, tie downs and 80/100 and jet fuel.

Jim Murphy is the President and General Manager; Les Sheridan, the Vice President; Joseph McCaffery, Secretary-Treasurer; Bill Jones, Chief Pilot; Jim Carver and Denny Davis, pilots; Herb Hovelson and Bill McNary, mechanics and Linda Chalbot, receptionist.

The shop and insulated/heated hangar adjoins the operations office. In addition the facilities include one other large hangar and twelve T-Hangars.

Be sure to visit Butte Aero's new facilities when next you're flying in the area.

AIRPORT BOARD RECEIVES AWARD

An Award of Outstanding Civic Service was recently presented to the Flathead County Airport Board by the Flathead Valley Associated Chamber of Commerce. The award was presented to Bill Heinecke, Airport Board Chairman by Don Torgerson, Vice President of the Chamber of Commerce. The award was presented for the Airport Board's efforts through the years and countless hours devoted to improving the local facility and the service.

Heinecke praised the citizens of the Flathead Valley and stated, "Without the full cooperation of the citizens the airport would not exist."

Strategy — usually darn poor judgment that happens to work out all right.

TWO PILOT SEMINARS ARE HIGHLY SUCCESSFUL

BILLINGS

The FAA GADO #1 sponsored a Pilot Seminar in Billings, Montana on November 1, 1969, at the Northern Hotel. 105 pilots arrived from 18 cities in addition to Billings, coming from as far as Glasgow, Reserve, Dagmar, Harlowton, Miles City and Wolf Point.

Presentations were made by Roger Riggins, Flight Safety Specialist, GADO #1 covering FAA regulations; Carl Hutchinson, Electronics Inspector for GADO #1 and GADO #9, concerning radio navigation avionics; James Crouse and Jess Larsen, Maintenance Inspectors from GADO #1 made presentations on aviation maintenance.

In the afternoon, Norris Woerner, Meteorologist in Charge, U. S. Weather Bureau at the Billings Airport, made a presentation on Aviation Weather, followed by a presentation on Aviation Medicine, by Dr. L. W. Etchart, Billings. Thomas Lane, Chief of FAA Control Tower, and William Gilson, Chief FAA Flight Service Station at Billings, covered their particular phases of air traffic procedures. The Seminar was concluded by Mr. F. W. Lueneburg, Supervising Inspector of Billings GADO #1 with a presentation of flight safety. Discussion periods followed each presentation.

The Montana Pilots Association held a dinner-dance at the Gillis Aviation Hangar. The affair was well attended and all enjoyed the excellent food, music, and company.

HAVRE

On November 19, 1969 the FAA GADO #9 personnel with the aid of FAA personnel from Great Falls conducted a pilot Safety Seminar at Havre. 72 pilots attended coming from 16 Montana cities and one from Saskatchewan, Canada. A full bus load arrived from Malta.

Mr. Bud Majerus, Chief, Great Falls FAA Control Tower, made a presentation concerning FAA Control Tower Procedures. Mr. Lee Ward, Chief, Great Falls Flight Service Station, presented a number of hints on how to obtain the best service from Flight Service Stations.

Tom Brostrom, U. S. Weather Bureau at Havre, made a presentation

on local weather phenomena and the various problems encountered during the winter months in northern Montana. Richard Brodowy, General Aviation Maintenance Inspector for GADO #9, made a presentation on maintenance problems and correct procedures.

Mr. Walt Hensley, Senior Local Pilot in the FAA Safety Program, made a presentation concerning his particular duties and procedures under the Program.

Jack Wilson, Safety and Education Chief, Montana Aeronautics Commission, gave a brief report on the use of the downed aircraft locator beacon. He explained their usefulness and the correct methods under which they should be used in order to assure that search and rescue would be initiated immediately in case of an aircraft crash.

Larry Basham finished the program with a slide presentation pointing out the effects of vertigo, and covered methods of vertigo prevention and how to overcome vertigo once you have encountered it.

FAA INSPECTORS CORNER



By ROGER RIGGINS
Accident Prevention Specialist
GADO No. 1, Billings

MIDAIR COLLISIONS

Midair collisions are rapidly becoming a major hazard in aviation transportation.

A recent study by the National Transportation Safety Board shows there were 38 midair collisions in 1968. This represented a 46 per cent increase over the 1967 figure. A general aviation aircraft was involved in every 1968 midair collision. In three cases an air carrier aircraft was involved with a general aviation aircraft. In one case a military aircraft was involved with a general aviation aircraft. The remaining 34 collisions were between general aviation aircraft.

Just in case you think that midair collisions only happen in highly congested areas, read on, carefully.

Most of the 1968 midair collisions occurred at or near an uncontrolled

airport, below 5,000 feet, in VFR weather, during the summer months, and on week ends. If you wanted to be more specific, the highest percentage of collisions occurred on Sundays, during the month of August, and at altitudes of less than 100 feet.

The majority of midair collisions occurred in low density traffic at uncontrolled airports and was attributed to failure of the pilot to adhere to the "see and be seen" concept. However, in approximately 20 per cent of the collisions, air traffic control was considered as a factor.

It may seem logical that most midair collisions would involve low time pilots. Statistics show this is not true. 1968 midair collisions involved pilots from 15,000 hours total time down to students on their first solo. Flight instructors seem more vulnerable than the average pilot. They were involved in 50 per cent of all 1968 collisions. Perhaps this is because they spend more time in the traffic pattern and are distracted in teaching and monitoring their students' actions.

All pilots who think they are saving time when they make straight in approaches and/or straight out departures, please note the following statement: A special accident prevention study performed by the National Transportation Safety Board, published July 1969 states: "Midair collisions are very rare at airports where the traffic flow is directed in a positive and orderly manner."

I hope the above statement will encourage all pilots to abide by standard traffic pattern procedures. It not only sets a good example to others, indicating you are a professional pilot, but it could also save your life!

During the past several years, numerous schemes for collision avoidance systems have been submitted and tested, each having its own unique limitations. Until such time as a suitable collision avoidance system is available for all aircraft the following recommendations may be helpful:

1. At controlled airports: Tune your receiver to tower or approach control (whichever is appropriate) frequency while still several miles (15-20) from the airport. Maintain a listening watch to determine the density and location of traffic. Contact the control tower for land-

ing instructions prior to entering the control zone.

2. At airports without towers but with Flight Service Stations: Contact the Flight Service Station for airport traffic advisories prior to entering the control zone. Maintain a listening watch on the appropriate frequency while in the airport vicinity.
3. At non-controlled airports: Maintain a listening watch on Unicom frequency while approaching or departing the airport. When entering the downwind leg of the traffic pattern make an "in the blind" transmission, stating your position and intentions.
4. Have your passengers assist you in looking for other aircraft while in the vicinity of an airport.
5. Always fly the recommended traffic pattern. Never, except in an emergency situation, make a straight in approach.
6. Always clear the immediate area prior to making a turn. It would be helpful to make shallow "S" turns while on final approach. Remember, you can't see what may be below you.

BE ALERT AND STAY ALIVE!

NARCO TO HOLD AREA NAVIGATION SEMINAR

Narco Avionics, a division of Narco Scientific Industries, will hold an Area Navigation Seminar in Billings on December 17th.

You are invited to attend this program and find out how Area Navigation will shorten your flights, simplify your navigational planning, aid you in locating outlying airports, back up your IFR procedures, and provide many other assists.

The seminar will be of particular interest to the active pilot as NARCO's Regional Manager explains what Area Navigation is and how to put its principles to use.

December 17, 1969—7:30 p.m. at the Rimrock Lodge, Snowball Room, 1203 North 27th, in Billings.

DID YOU KNOW THAT

Alaskans fly from 20 to 40 times more than citizens of other states because more often than not they can't drive or take a train or bus to their destinations, there being relatively few roads and rail lines.

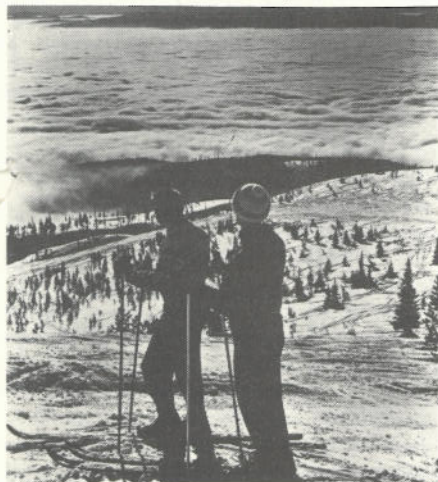
FLY-IN FOR FUN IN THE SNOW

Montana offers one of the finest and widest variety of "Fun in the Snow" sports to be found anywhere!

Montana's snow centers are geared to the "Flying" winter sportsman. Fly via airlines or private aircraft into airports ranging from tower controlled to the smaller community airports and you will find a "snow spot" adjacent or in the immediate area.

Whether you enjoy skiing—snowmobiling—winter fishing—participation in winter carnivals and events or photography, Montana's scenic splendor is unsurpassed come the snow.

SKI: Over two dozen ski areas are located within Montana's boundaries. All major Montana cities adjacent to the larger ski areas are served regularly by the airlines. The areas provide runs for skiers from the beginner to the expert.



Skiers pause for a panoramic view of the Flathead Valley while Skiing at Big Mountain in the Whitefish/Kalispell area. (Photo courtesy of State Advertising.)

SNOWMOBILES: Montana claims title to "Snowmobile Capital of America" and is leading the nation in the development of snowmobile trails. The snowmobile enthusiast can enjoy over 30 trails leading over mountains, through Parks and Ghost Towns or participate in planned rallies and races from mid-October to early May. The West Yellowstone snowmobile rally draws snowmobilers from all points in the U. S. (The North American Roundup will be



Two snowmobile enthusiasts trail riding on MacDonald Pass located 15 miles west of Helena. (Photo courtesy of Montana Chamber of Commerce.)

March 13-16, 1970.) At West, one can drive their own machine, rental machine or travel into the Park to Old Faithful Geyser in one of the 12-passenger heated snowmobiles. More than 20 hotels and motels at West have winterized their facilities to accommodate winter vacationists.

SPECTATORS & PHOTOGRAPHERS:

Scenic beauty—abundance of wild life—numerous winter carnivals—exhibition and racing events are here to enjoy!

For a complete calendar of winter events and accommodations contact: Montana State Chamber of Commerce—P. O. Box 1730, Helena, and the State Advertising Department—Montana Highway Commission, Helena, Montana 59601.

For Aeronautical Information write: Montana Aeronautics Commission—P. O. Box 1698, Helena, Montana.

DECEMBER 31 DEADLINE FOR MECHANICS AWARD

Nominations for the seventh annual National Aviation Mechanics Safety Awards Program may be submitted by the mechanic himself or by another person on his behalf. The deadline date is December 31, 1969 and all nomination entry forms must be made before that time. Forms are available at all FAA facilities!

IT HAPPENED IN DECEMBER 1903

Dec. 14: Wilbur Wright makes first test flight with aeroplane, traveling 35 to 40 ft. and lasting 3.5 seconds but breaks machine on landing.

Dec. 17: Orville Wright makes first flight in heavier-than-air machine, rising several feet off the ground and remaining in the air 12 seconds. Three additional flights are made the same day with Orville and Wilbur taking turns at flying the machine. The last flight with Wilbur at the controls lasts 59 seconds and covers 852 feet.

Dec. 18: The Wright Brothers released the details of the flight to the press. Only three newspapers in the country carry any mention of it.

Dec. 31: Cash outlay of the Wright Brothers for building and flying their first power plane is less than \$1,000. This included their railroad fare from Dayton, Ohio to Kitty Hawk and return.



TOWER

OPERATIONS

October, 1969

	Total Operations	Instrument Operations
Billings	8,931	2,284
Missoula	7,581	544
Great Falls	6,498	1,896
Helena	3,654	646

**Montana Aeronautics
Commission**
announces the operation
of the
State Owned H-Marker
at
**Dawson Community
Airport**
GLENDIVE, MONTANA
Frequency 410 KHz
Identifier GDV
Public use VFR

STATISTICS

Will your **first** accident be your
last day alive?

61/37
65/22
78/18
69/18
56/19
53/27

ACCIDENT TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 To-Date	53	27

ATTENTION FILM USERS

The following films distributed by
the Montana Aeronautics Commis-
sion will not be available until July
1970.

A FIRE CALLED JEREMIAH
MAN IN FLIGHT
EYES IN OUTER SPACE
MAN IN SPACE
LANDING ON THE MOON
FOOD FOR SPACE TRAVELERS

Several other titles are also ap-
proaching capacity scheduling so if
a film is needed for a hangar or club
meeting please write or call as soon
as possible.

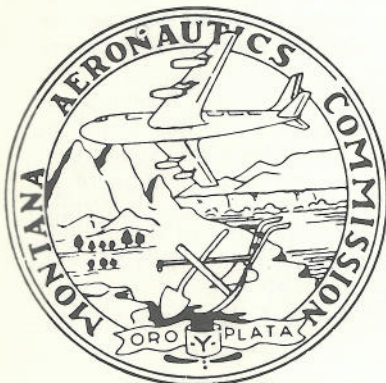
A free film brochure is available
upon request.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

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